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HONGKONG, SATURDAY, MAY 19TH, 1900.

陸拜禮

號九十月五年百九千壹英港香

PRICE \$2½ PER MONTH.

New Advertisements will be found on page 5.

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QUEEN'S BUILDINGS.

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for the supply and erecting of any type of
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New and second hand Launches for Sale.
Telegrams, "CARMICHAEL," Hongkong.
Telephone, 232.

H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [3024]

JOHN WALKER & SONS
FAMOUS
KILMARNOCK WHISKY.

This World-renowned,
Fine Old Highland Whisky is shipped by
CUTLER, PALMER & CO., and
is obtainable in Hongkong at
G. C. ANDERSON,
No. 13, PRINCE CENTRAL.
Hongkong, 29th July, 1898. [43]

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch Whisky increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S Selection.
Sole Agents for—
LANE CRAWFORD & CO.
Hongkong.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
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**CUTLER, PALMER
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Price \$10.75 per Dozen

Net

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong. [42]

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CYCLE
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a first class Machine and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we also supply fitting of every description.
Repairs executed with promptitude and skill.
Remounting a specialty.

McKIRDY & CO.
49 & 51, QUEEN'S ROAD, HONGKONG.
Hongkong, 3rd November, 1899. [4241]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.30 a.m. Every quarter of an hour
10.30 a.m. to 11.30 a.m. Every quarter of an hour
11.30 a.m. to 12.30 p.m. Every quarter of an hour
12.30 p.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 5.30 p.m. Every quarter of an hour
Night cars at 8.45 p.m., and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.30 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 3.45 p.m. Every quarter of an hour
Night cars at 8.45 p.m., and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1900. [4034]

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HING KEE HOTEL.
(Established 1873)
MACAO.

THIS First class and well known establish-
ment is pleasantly situated in the centre
of PRAYA GUANDA, facing south, with a
charming view of the sea in the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
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NEW BOOKS BY LAST MAIL.

The New China Blue Book, No. 1, 1900.

Further Correspondence \$2.75

Our Greatest Living Soldiers by Chas. Low, M.A. 2.25

Exports on Gun and Shooting, by G. T. Teasdale-Buckell, Illustrated. 0.60

The Golden Horseshoe. Extracts from Letters on the Philippines, by U.S. Officers on Duty, Edited by S. Bonsal 3.50

The Sport of Kings—Hunting, by W. Scrut Dixon. 3.50

From the Book Beautiful, being some old lights—raft (Old Testament Stories done into realistic English) 2.25

The Chronicle of the Year's News, 1899, a Diary and Epitome, by G. E. Todd 2.25

The Secretary's Manual on the Law and Practice of Joint Stock Companies, by J. Fitzpatrick and Fowler, 6th Edition. 3.00

Sharp Shooting for Sport and War, by W. Greener. 70

The Green Flag, by A. Conan Doyle. 1.50

By Order of the Company, by Mary Johnston. 1.50

THINGS CHINESE, by J. DYER BALL, New and Revised Edition, \$6.00.

WAR LITERATURE.

The Lady Smith and Cronje Number of The Graphic \$0.70

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The Transvaal from Within, by J. P. Fitzpatrick. 2.00

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AQUARIUS is entirely free from minute organisms, or their germs.

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AQUARIUS is the only safeguard against many diseases which, it is well known, are derived from drinking impure water.

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General Managers. [134a]

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Once tried, preferred to all others. Sole Agents for Hongkong.

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Less old than the above

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—SIEMSEN & CO., HONGKONG.

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This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

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A fine, full, and fruity wine

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A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

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1 doz. 2 doz. 4 doz.

Bottles. Bottles. Bottles.

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FOR A FEW DAYS
MORE.

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dimness when reading, weak eyes, the letters
running together, any of these symptoms indi-
cate a deficiency in the form of the eye require-
ing Glasses only to correct and cure.
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Capsule ... \$10.80

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D—VERY SUPERIOR OLD
PALE DRY, choice old
wine, White Seal Capsule 14.40

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B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are after
dinner Wines of a very superior vin-
tage. All are true Xeres Wines.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Colon
Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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Our correspondence relating to the news columns
should be addressed to this Editor.
Correspondents must forward their names and
addresses in communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymous, signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should
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Cash.

Telephone Address: PATERA—A.M.C. Code.
P.O. Box 41, Telephone No. 12.

The Daily Press.

HONGKONG, May 19th, 1900.

Although in recent years Hongkong has
shown a marvellous development of trade in
almost every branch of industry, much to
the acquisition of wealth by individual
merchants and traders and to the general
prosperity of the Colony, yet Chinese emi-
gration, in which this port for many years
took such an active part, by feeding the
labour markets in many quarters of the
globe, has comparatively languished. Steamers
now no longer teem with their hundreds,
or may be thousands, of Chinese coolies for
America and Australia. These countries
have been closed to them, and the Chinese
coolie must, perforce, if he is bent on emi-
gration, seek less favoured climes and less
remunerative markets. Within easy dis-
tance Persia and the Straits Settlements,
Java, Sumatra, Siam and the Malay Pen-
insula are still open to him, where he thrives
and prospers, and adds materially to the
development of the British and Dutch pos-
sessions and other tropical countries in
which he has temporarily made his home.
Wherever the Chinaman has gone, in whatever

country or climate he has taken up his tem-
porary abode, he has invariably conducted
himself as a sober and industrious workman,
obeying readily the laws and regulations of
the governing class, and contentedly fulfilled
his appointed task in the work of humanity.
Generally speaking, the Chinese emigration
from this port was conducted in the past to
two classes of countries, the temperate and
the tropical. To the temperate, such as
Australia and America, the trade has well
nigh been stopped by restrictive laws. As
we noted recently, His Excellency Wu
Ting Fung, Chinese Representative, Wash-
ington, has taken up the cause of his country-
men, with a desire that the restrictive im-
migration laws against the Chinese should be
reconsidered, or at least considerably modified.
There is much room for comment upon a
trade in which this port is so largely inter-
ested. When an official in the position of
His Excellency Wu Ting Fung advocates a
cause through the American Press, there
can be no doubt that he will secure a good
and fair hearing, though many might ques-
tion whether in all the circumstances that
have attended Chinese immigration in the
United States of America it was a fit and
proper advocacy for one in the lofty position
of His Excellency. Much as we may sym-
pathize with Chinese immigration into tem-
perate and sparsely populated countries,
we are afraid that there are grave obstacles
to China in the existing state of her civiliza-
tion, while she shows her present want of
hospitality to foreigners, ever inducing such
countries as the United States and the Aus-
tralian Colonies to open wide their gates to
Chinese immigrants. Wu Ting Fung in
his ardent advocacy of the Chinese cause
neglected to consider Chinese immigra-
tion into civilized countries from an Ameri-
can standpoint, though he put forth his own
case with apparently telling effect. Now at
the present moment there are in America no
less than 300,000 Chinese subjects, 70,000
of whom are in California alone, all earning
good wages—such wages in fact, as are be-
yond the dreams of avarice in their ownland,
while many return to China enriched with a
competency.

But what is the attitude of China at the
present moment with respect to foreigners?
A glance at her treaties will show. Out-
side the Treaty Ports and a small radius
around them her territory is practically
an unknown land, and at times her people
and the governing classes are actively hostile.
In the Treaty of 1859—and in Chinese
Treaties with other nations, the
article with respect to Passports is practically
the same—article IX. reads as follows:—
“British subjects are hereby authorized
“to travel, for their pleasure or for purposes
“of trade, to all parts of the interior
“under passports, which will be issued
“by the local authorities. These pas-
“ports, if demanded, must be produced
“for examination in the localities passed
“through. If the passport be not irregular,
“the bearer will be allowed to proceed, and
“no opposition shall be offered to his living
“persons, &c., &c. If he be without a pas-
“port, or if he commit any offence against
“law, he shall be handed over to the nearest
“consul for punishment, but he must not be
“subject to any ill-usage in excess of neces-
“sary restraint. No passport need be ap-
“plied for by persons going on excursions
“from the ports open to trade to a distance
“not exceeding 100 li, and for a period not
“exceeding five days.”

But owing to the influx of Chinese sub-
jects into the United States of America,
the United States have perhaps been brought
more closely in relation with the Chinese
Government with respect to their mutual
subjects than any other nation. The
Immigration and Commercial Treaty of 1880
was the first indication that there was a
note of anxiety in the mind of the American
Government, and displayed a desire on the
part of the Chinese Empire to protect its
subjects in a foreign land. Article II. of the
Treaty reads thus:—“Chinese subjects, who-
“ever proceeding to the United States as
“traders or students, merchants, or for curi-
“osity, together with their body and house-
“hold servants, and Chinese labourers who
“are now in the United States, shall be
“allowed to go and come of their own free
“will and accord and shall be accorded all
“the rights, privileges, immunities and
“exceptions which are accorded to the citi-
“zens and subjects of the most favoured
“nation.”

Owing to unfortunate disturbances, prac-
tically fore-shadowed in Article I. of the Treaty
of 1880, it became imperatively necessary
for the high contracting parties to modify
the former Treaty, and the Immigration
Prohibition Treaty of 1894 was the result.
By this Treaty, for a period of ten years
Chinese labourers, except under certain spe-
cified conditions, are absolutely prohibited
from entering the United States; but Article
II. of the Treaty of 1880, above quoted, is
not affected. The Chinese Government fur-
ther consents to the registration of all
Chinese subjects in the United States of
America for their better protection. On the
other hand the United States acknowledged

the right of the Chinese Government to enact
and enforce similar laws, and undertakes
to furnish annually to the Chinese Govern-
ment a register showing the full name, age,
occupation, and residence of practically all
citizens of the United States resident in
China, officials, and their body and household
servants along excepted.

A consideration of these Treaties is suffi-
cient to show that, while America has until
very recently practically thrown open her
doors to Chinese Immigration, China has
continuously pursued a policy of isolation
and traditional distrust of the foreigner.
When China has opened up her country
without reserve to the influences of modern
civilization and when the policy of obstruc-
tion, hostility and distrust of the foreigner
has abated in China, His Excellency Wu
Ting Fung will have a better cause to pre-
sent to the American people. A country
seeking concessions should be prepared to
grant likewise. But although we are
sincerely prepared to accept his arguments
in their entirety on Chinese immigration
when applied to highly civilized
nations, we contend that a large influx of
Chinese labourers into the Philippines would
add materially to their development and
prosperity. No one acquainted with the
capacity of the Chinese coolie for work can
gain say his immeasurable superiority to the
Filipino and his contentment under any
fair government. The social and economic
objection to the Chinese labourer so largely
apparent in Australia and America does
not exist in Manila, and if Wu Ting Fung
will exert his powerful advocacy with the
American Government for the admission
of his industrious countrymen into the
Philippines, he will take up a cause that is
worthy of success, and if successful will
stimulate the emigration trade of this port
and add a factor to the population of the
Philippines, easy to govern, anxious for the
acquisition of wealth and capable of great
exertion in a tropical country and a trying
climate.

Between noon of the 17th and 18th instant
there occurred 21 cases of plague and 18 deaths
from the disease.

The *Valleyrie*, with Prince Waldemar of
Denmark on board, arrived at Colombo on the
2nd inst., from Batavia on her way home.

On account of the *Valleyrie* Peto to-morrow,
the Portuguese authorities have postponed their
second performance in aid of the Indian Famine
Fund at the Lusitania Club to Sunday, the 20th
instant.

Indian papers announce that the well-
known Mahatma of Patiala was married at Rai
Bareilly last month to a great-granddaughter
of the great Sikh Chief Ranjeet Singh, the
“Lion of the Punjab.”

The Chinese junk bound for the Paris Exhi-
bition has been stopped at Colombo. The
master of the *Chingyong* towed the junk from
Singapore to Colombo at a price of \$1,000.
The \$1,000 has not been paid and the junk is
detained at Colombo as security.

Yesterday afternoon Mr. S. A. Bix, fourth
Clark and Assistant Hindustani Interpreter, was
presented with a souvenir, a handsome gold ring,
by the Magistracy Staff upon his promotion to
the Police Office. The presentation was made
by Mr. William Ng Kwai Shung.

At the Magistracy yesterday a Chinese firm
of arms-dealers carrying on business in Praya
Central were charged with removing arms with-
out a special licence. Mr. Locher appeared for
the defendants. There being no suspicious
circumstances connected with the case, a fine of
\$5 only was imposed.

The Straits papers report that the Chinese of
Penang on the 7th inst. organised an enormous
Chingy procession, in accordance with a vow
made when Penang was threatened with plague.
Five thousand additional Chinese, some from dis-
tant places, went to Penang to witness the
procession.

The Times of India reports that the Chinese
Commissioners have some difficulty in under-
standing the references to latitudes and longi-
tudes, in connection with the Burmah-Chinese
Boundary Commission and also to water-sheds
in the agreement concluded between the two
Governments. The Commission has marched
over the territory in dispute.

His cricketing friends in Singapore and
Hongkong will be sorry to hear that Captain
George Paley, late Rifle Brigade, who was so
seriously wounded in the early part of the war,
is still very ill, and not able to do anything.
He is a son of Mr. and Mrs. Victor Paley, who
live near Bury St. Edmunds. Though quiet
and unassuming, he was one of the most
popular young officers of the Battalion, and was
immensely liked here.—*Singapore Free Press* &c.

The Band of the Hongkong Regiment will
play at the Hongkong Hotel on Monday even-
ing, the 21st inst., from 8 p.m. to 9.30 p.m. The
programme will be—
March “John Bull” Hume
Overture “Mazurka” Wallace
Salvation “Flower Song” Stuart
Waltz “Avalanche” Walden
Serenade “La Paloma” Hermann
Polka “Boone Bouche” Walden
“God save the Queen.”

Among the passengers who are expected here
of the *Indus* is Lieut. F. G. Howley, Army
Education Department, who has been inspecting
the military schools at Singapore.

The *Penang Gazette* says that on the morning
of the 8th inst., for the first time a signal gun
was fired from the Port on the arrival of the
German imperial mail steamer *Sachsen*.

The U.S. flagship *Baltimore*, with Rear-Ad-
miral J. C. Watson on board, arrived here
yesterday from Wosung. The *Baltimore* will
leave for the United States on 23rd May, going
by way of the Suez Canal.

On Thursday a Japanese boarding man went
up to the American Consulate in Gloucester,
and because he could not have all his own way began
to make a disturbance. Consul-General Wil-
man asked him to be quiet, cautioning him as
to the consequences if he refused, and as he
took no notice the man was given into custody.
He was brought before Mr. Gompertz at the
Magistracy yesterday. Mr. Wilman said he
did not wish to press the case, and in conse-
quence the man was discharged with a caution.

In a recent number of *The Times* we were
pleased to notice amongst the names of those
who had passed the examination for Associate
Members of the Institution of Civil Engineers
that of Mr. Frederick Southey, who was
educated at the Diocesan School and was the
fortunate winner of the Government Scholarship
in 1890. At present he is Resident Engineer
in the construction of waterworks at Milford,
Sussex. Mr. Southey's father was for several
years Superintendent of Lighthouses from Foo-
chow to Hongkong.

When the jury was being selected at the
Criminal Sessions yesterday morning Mr. B. C.
M. Johnson's name was the first called out.
He did not respond and his Lordship directed
that he should be summoned for two o'clock.
Mr. Johnson appeared in the afternoon, and his
Lordship, addressing him, said: You did not
answer your name this morning when it was
called.—Mr. Johnson: I had forgotten all about
it. I mislaid my jury summons and it escaped
my memory.—His Lordship: Do you think
people ought to forget these important engage-
ments?—Mr. Johnson: No; I do not think so.
—His Lordship: Well, I am afraid I must
make your memory a little more ready than it
is by asking you to pay a fine of \$5.

The explanation of the delay of the *Whiting*
and *Fume*, which we reported in yesterday's
issue, was furnished by a court martial on
H.M.S. *Terrible* yesterday morning, when Lieut-
enant-Commander Edward Kelly, of the *Whiting*,
was charged with refusing duty. Captain
Percy Scott C.B., was the President, and the
other officers forming the Court were—Captain
J. H. T. Burke, H.M.S. *Orlando*; Commander
C. W. Wilmington-Legum, H.M.S. *Dolphin*;
Commander Blackburne, of the Naval Yard;
and Commander Charlton, H.M.S. *Orlando*.
The Court found Commander Kelly guilty of
refusing duty and ordered him to be dismissed
from his ship and lose five years' seniority. It
appears that Commander Kelly had applied for
leave to go home and had obtained permission,
which was afterwards withdrawn.

TELEGRAMS.

“DAILY PRESS” SERVICE.

THE WAR.

London, 17th May, 7.45 p.m.

ADVANCE OF GENERALS HUNTER
AND RUNDLE.

It is officially announced that General
Hunter reached Christiansa unopposed, and
General Rundle advanced to Moquing-
gick and Modderpoort, also unopposed.

GENERAL BULLER'S PROGRESS.

General Buller reports that the Second
Division is at Dannhauser and that he
hopes to advance a patrol to Newcastle.

MAKING—SENSATIONAL NEWS.

The Boer Official report states that the
Frontiers stormed and occupied forts at
Mafeking on Saturday, the 12th instant.
They were surrounded at night. An un-
official report is to the effect that 75 Boers
were taken prisoners, including a nephew of
President Kruger.

REUTER'S SERVICE.

London, 16th May.

THE WAR—GENERAL BULLER'S
ADVANCE.

General Buller occupied Glencoe on the 15th
inst. unopposed. The Boers numbering 4,000,
fled precipitately during the night, getting off
with ambulances and eleven guns.

The Transvaal have evacuated the Biggars-
burg, and the number of Free States at the
Drakenhagen is much reduced.

London 16th May.

THE ULT OF THE NEWMARKET
STAKES.

1 Diamond Jubilee.
2 Chevington.
3 Glaisford.

THE BOER DELEGATES IN AMERICA.

The leading New York papers deprecate
doubting the Boers with false hopes, as they will
marily be used as puppets in the Presidential
Campaign.

OCCASIONAL NOTES.

Recently, I fear, Mr. Editor, these Notes have
been not even “occasional.” Their absence
must be put down to that convenient scape-goat
(who, by the way, was it that invented that
beautiful portmanteau-word *scape-goat*?) “cir-
cumstances over which I have no control.” If
I may be permitted to resume these Notes, there
are one or two points which occur to me as
worthy of notice.

I see that most of your correspondents who
have occasion to write about the prospects of
the Philippines do so in an optimistic vein and
anticipate great things at no very remote date.
Now an American officer with whom I had a
little conversation recently spoke in quite a
different spirit. He assured me that there was
no likelihood of pacifying the Filipinos in fact
he went so far as to say that if the United
States were to hold the islands for centuries, still
centuries hence the war, such as it is, would be
going on. But it cannot be called a war, he
continued; it is just a series of man-hunts.
You can't do anything with these Filipinos
except kill them right away. There is no use
in making them prisoners, they are too treach-
erous. “No quarter” is the only possible
policy. When they are exterminated there will
be peace in the islands and a settled government.
I suggested that this plan of pacifying the
Philippines seemed a trifle drastic, whereupon
he proceeded to detail a string of instances
of Filipino treachery, which certainly made
a very black list. As I cannot give the dates
and places of the various occurrences which
my American officer described I shall not detail
them upon your readers, but he certainly estab-
lished a good case for his contention that it would
be a grave mistake to treat the fighting against
the insurgents, however, or whatever they should
be called, as civilised warfare. Now I do not
know to what extent other American military
men in the Philippines would bear out the state-
ments which I have quoted above. This is a
point on which I should like to hear more. But
at any rate the remarks were evidently made
in good faith, and the speaker had a good experi-
ence of the conditions prevailing in the islands
outside the big towns.

I see in one of your contemporaries a question
as to why the statue of Her Majesty in Hongkong
has not been gilded, as was proposed some time
ago. I cannot say that I know what are the
wishes of the community in general on this sub-
ject, but I must say for myself (and I know
many who agree with me) that a gilded statue
is an abominable object. The Albert Memorial
at home, rendered dear or tedious, as the case
may be, to us by our walks up and down steps
to our infancy, exclaims a gilt statue which
might serve as a warning to all who have ever
yearned to see such an object here. There is a
pretentiousness and false pomp about gilt sta-
tues which may well be left to more barbarous
people. If we cannot have a golden statue, why
try and make the exterior of what we have one
the appearance of gold? Such conduct is on a
par with wearing a false pearl costing a few
cents in one's scarf. The statue is far better as
it is.

You have noted from time to time the bitter
spirit with which the French colonial papers
are in the habit of writing about things British.
You may have seen in a recent issue of *Le
Courrier Saigonais* a particularly foolish ex-
ample of this animosity. It seems that Mr.
Joseph Walton M.P., who has done so much
late to bring Chinese affairs before the House
of Commons, was not altogether satisfied with
the accommodation given him while travelling on
a well-known French steamship line and said
that there were too many regulations and restric-
tions on the passengers, so that he would not
care to travel on a French line again. This
makes your French contemporary exceedingly
angry. It is partly owing to the coarse and
selfish manners of the British traveller, it says,
that these restrictions were imposed, to the
horrible discomfort of the well-brought-up and
educated French passengers. Moreover, a sign
of relief will go up when the last British travel-
ler has left the French boats for ever! Appar-
ently it is a gross misapprehension for a mere in-
significant British M.P. to criticise a French
institution of any kind. And yet *Le Courrier*
admits that the regulations are troublesome.
Truly patriotism discovers a multitude of sins!

The concert arranged for the benefit of Miss
Marie Allyn promises to be one of excellent
merit. With such helpers as Mr. Alex. Marsh
and Mr. Ward, in addition to the fair artist's
own efforts, the community should hear one of
the best musical entertainments given locally
for some time. By her excellent and artistic
singing during her brief visit to Hongkong
Miss Allyn has secured many admirers, and
she, I believe, echoes the very nice statement
made by the General Officer Commanding the
other day, namely, that she will look back with
much pleasure on her stay in Hongkong. Miss
Allyn has severed her connection with the
Dallas Company, and, after her concert to be
given on the 26th instant, will proceed direct to
London. It may not be out of place to intro-
duce her more fully to her coming audience.

Miss Marie Allyn (Miss Flora Middleton
Stanley) is the eldest daughter of the late
Dame Stanley, 1844, a well-known Mining
Engineer of Manchester, and was born at
Adams Hall, Plinton, Lancashire on the 18th
March 1875, and lived several years at Mapple,
and then at Godley, near Manchester. In 1897
she went to reside at Colwyn Bay, North Wales,
and having associated with the London College
of Music in 1892, and shortly after made her
debut on the concert platform at St. Jules
Revire's concerts at Lisabona. In 1894 she
made her first appearance on the stage in Grand
Opera, in the *Naïve Grand Opera Company*.

London 16th May.

THE ULT OF THE NEWMARKET
STAKES.

1 Diamond Jubilee.
2 Chevington.
3 Glaisford.

THE BOER DELEGATES IN AMERICA.

The leading New York papers deprecate
doubting the Boers with false hopes, as they will
marily be used as puppets in the Presidential
Campaign.

and later on with Mr. J.W. Turner's Opera
Company (the well-known old English tenor)
The first part she played was the key *Lucilla*
in *Maritima*, which has always been her
favourite. In the May of last year
Miss Allyn made up her mind to try Comic
Opera for a change, and was engaged by
Messrs. Mowat and Moullist to play the part of
Ophelia in the *Geisha*, and after a suc-
cessful run in that part, was engaged by Henry
Dallas, Esq., for his Far Eastern tour, and her
success in the various parts in which she has
appeared the community is well aware of.

SHOCKING SHOOTING AFFAIR IN
THE HARBOUR.

A SECOND MATE KILLED.

A shocking affair resulted from the care-
less handling of fire arms was reported to the
police yesterday. Among the vessels which en-
tered the harbour yesterday morning was the *R.S.
Royalist*, which came from America. During the
handling of the deck the second officer, a Mr.
Reid, went into the captain's room for the pur-
pose of removing a chronometer, so that it would
not be interfered with during the operation. He
found the steward, C. Black, in the captain's
room, engaged in making up the bed. He entered
into conversation, during which Mr. Reid asked
the steward if he could use a rifle, semi-automatic
being hung up in the room. Black said he could
and therefore took one down. The rifle happened
to be loaded and before either of them knew
where they were it went off and the bullet
struck Mr. Reid in the left shoulder, going
right through. The affair caused a great com-
motion on the vessel. Mr. Reid's injury was
attended to, but every effort was unavailing,
the unfortunate man dying within a very short
time. In the meantime the police were in-
formed and Black was taken into custody.

The *Royalist* is a turret ship and is the first
of the third which has visited Hongkong. The
advantages of a steamer of the *Royalist* build
are her great carrying capacity with regard to
her registered tonnage and her steadiness
in rough weather. The bottom of the ship is as
flat as a wire mesh floor, having no outside keel,
but she has two huge keels which keep her from
rolling. The *Royalist* was built by Sir William
Dunford, of Sunderland, and since her con-
struction the builders have been fully employed
building steamers of a similar pattern.

SUPREME COURT.

May 18th.

CRIMINAL SESSION.

Bretons His Honour Sir JOHN CAULING-
TON, K.C., C.M.G. (Chief Justice).

ATTEMPTING TO BRIBE A DISTRICT
WATCHMAN.

Ho Tak was charged with attempting to
bribe a district watchman named Wang Fook,
by offering him 40 cents. He pleaded not
guilty.

The jurors were Messrs. M. D'Almeida Santo
Pereira (foreman), E. Pereira, R. B. Roberts,
Ellis Kelly, E. S. Joseph, J. H. Gubbins, and
J. Benjamin.

The Attorney-General (the Hon. W. Meigh
Goodman) said that as the jury were aware, there
were district watchmen appointed for the differ-
ent districts in the colony, a district watchman
being equivalent to a constable. They were also
aware that there was a gambling law in force
in the colony. It seemed that on the 15th
April, soon after one o'clock, a district watchman
caught some men gambling in the street. He
took one of them into custody, and as he was
taking the man to the Police Station the defend-
ant, came up and said, “It is Sunday. People
have nothing to do, and they are playing. Let
him go.” At the same time he offered the
district watchman 40 cents. The gambler was
convicted and the defendant was committed for
trial for attempted bribery.

The district watchman gave evidence as to what
transpired when the defendant was taken to the
Police Station. When charged with offering a
bribe the defendant said he had nothing to say.

Lo Hin, who was called as a witness by the
defendant, said he was on the Praya, playing
with some boys, when the district watchman
came up and arrested him, accusing him
of gambling. While he was in custody the
defendant came up. He asked the defendant
to repay him 40 cents which he owed him, to
enable him to pay the watchman, and as he was
unable to do so, he offered him 40 cents. When
the defendant was offering him the 40 cents the
district watchman said hold of his hand, took
the money from him, and arrested him.

In reply to the Attorney-General, witness said
the defendant was not one of the boys he was
playing with. The defendant was standing by
them, and he offered him 40 cents and were stand-
ing about waiting to lose.

The defendant said he owed the last witness
the sum of 40 cents, and when he was arrested
he asked him to repay him. When he was of-
fering the man 40 cents the district watchman
seized hold of him and took the money from
him. He did not offer the 40 cents to the dis-
trict watchman as a bribe. The district watch-
man charged him with offering a bribe simply to
make up a case. The accusation was a false one.
The defendant was found guilty and sentenced
to three months' hard labour, his Lordship re-
marking that people like him must learn that pub-
lic officers must not receive bribes offered to them.

CHUNG WING PING CHARGED WITH (1) THROU-
GHTING FLUID WITH INTENT TO BURN; (2)

throwing corrosive fluid with intent to do
gross bodily harm. He pleaded not guilty.

The jury was the same as in the previous
case.

The Attorney-General said the prisoner was a
boy in the Hongkong Hotel. He was married,
but seemed to have had some dealings with a girl
named Soong Kam, who was a prostitute and
lived at 143, Third Street. He kept her once
for a month, so of course the girl would know
him perfectly well, and could tell him what he
was up to. When the prisoner's wife came
to Hongkong this connection between him and
the girl stopped, and about the second moon of

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THE MYSTERY OF THE
GOLDEN TOOTH.

BY J. MACLAREN COBBAN.

Author of "Pursued by the Law," "The Angel
of the Covenant," "The Avenger of Blood,"
"Wilt Thou Have This Woman?"
&c., &c.

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CHAPTER XIII.
WITH THE FROZEN DEAD.

For an instant all seemed motionless. But that was just an illusion when Townsend was to be seen at his best. He ran his fingers through his singular crest of black hair.

"Mrs. Lomas," he said quickly to Jenny, "you must make the best of the thing found here. But will you be so good as to go and see if Mr. Joyce is not at home somewhere."

"Where, Mrs. Joyce? Ha, have you a place of cold storage?—a cellar? Butchers generally have."

"There's the frozen cellar out at the back, under the yard, that Jim has made," said she. "That should do," said he. "We must try it."

"It's full," said she, "of carcasses—frozen mutton. And everybody knows it's there. Supposing they searched it and he was found? We'd look queer, wouldn't we?"

"No; I won't run that risk," said Will. "I think I'd better try a cut and run out by the back."

Jenny gripped his hand, silent but resolute, while Townsend shook his head and shrugged his shoulders, as though he would say: "No; that won't do. Let me see."

They were in the front room over the shop. Townsend asked Mrs. Joyce if he might look what the back was like. She led him into the other room. As they crossed the stair landing a loud rattle sounded below.

"Jim's just shut up," explained Mrs. Joyce, "and they're knocking to get in."

Townsend walked to the back window, stooped low so his shadow might not be cast on the blind, lifted a corner of the blind, and peeped out.

"Two—three policemen there," said he. "And there's a van—and a man leading it with—hey—things that look like corpses wrapped in linen! It's carrying them up from some-where on his back!"

"That's the carcasses of frozen mutton," said Mrs. Joyce. "Jim or one of the men take them every Friday night and drive them down to Hans' for Saturday's business. He's begun early to-night."

"Ha!" exclaimed Townsend, turning to her sharply and standing erect. "Two very things—if we can trust your man! Can you trust him?"

"What do you think?" said Mrs. Joyce. "With untold gold! How my brother."

Townsend bowed and shook her by the hand. "That," said he, "is quite enough."

"Look here," said a disturbed voice in their ear. "What are we jolly well going to do? And what am I jolly well going to do? The coppers have knocked once, and I'll have to go and open the door in a minute."

Mr. Joyce, said Townsend, stepping forward, and saying a long farewell upon the Butcher King's back, "I have an idea."

"Chuck it off, then!" said the King.

"Go! Lomas down into your frozen cellar, and get him carried out into that van," pointing his thumb towards the window—like a carcass of dead meat."

The Butcher King opened a moment. Then he swelled and shut, and said with laughter, "Oh, Jerusalem!" he exclaimed. "What a sly!"

"Oh, I see!" murmured Mrs. Joyce. "I'll put that right!"

"Well, look you here, mister!" said the King, having his finger on Townsend's shirt front. "I'll show you the front window first, and ask what's the idea of your. They'll be of course they want to come in; and then me and you'll go down and talk to 'em. But what about a toff being in my house—at this time of night?"

"I was just going to say, Mr. Joyce," said Townsend; "I'm an old acquaintance of yours—happened to be in the town—and dropped in. And about Mrs. Lomas being here; she deals with you, she came to buy something, you saw her looking queer; you asked her in—out of sympathy."

"Right you are. And quite right, too. No harm in asking her in—is there?"

They hastened back to the front room. Will and Jenny were standing together, holding hands in a puffed-up attitude of defiance. Will looked down at her, and said, "What's the idea of the mutton? Jenny was resolutely quiet, though her eyes were wet with tears; she was one of those women in whom grief burns and sears, and from whom it does not pass off as a vapour."

"What am I to do?" asked Will at once. "I can't think of anything for myself. I believe I'm a fool!"

A harsher rattled rattled rattled on the street door. While Jenny went to the window to demand of the officers below what they wanted, Townsend rapidly recalled to Will the proposed course of action.

"You'll get to Hampton that way pretty easily, I think, and without touching ground," he added, with a flicker of his pastidious smile. "Then you can find a ship or the train to take you to London. I shall be in London about as soon as you; and remember I'm 25, Jeremy Street."

"Right," said Will. He held out his hand to the mutton. "I'm very much obliged to you. I don't think I'm a bad fellow, or an unwelcome guest. But this is the last time I'll see you down—and shaken up all the drugs in me, so to speak. If I haven't seemed very grateful to you, it's because I don't know why you should bother about me."

"Not another word, my dear lad," said Townsend. "We haven't time; and we'll meet again soon."

"Come along!" said Jenny, moving his great bulk from the window to the door.

Will and Jenny were close in one last embrace. Then they clasped hands.

"I'm not going to despair, Will," said Jenny, heavily. "I'm going to help to clear this up. Don't you worry. And good-bye to you."

"Will could not speak. He turned his hands away. "Write to me!" said Jenny. Will had not had his lips to keep down the fierce, rebellious emotion that would rise.

"To-night," said Townsend. "That will be safe."

The Butcher King led the way downstairs, followed by Townsend, and then by Mrs. Joyce and Will. The inner entrance to the frozen cellar was by a trap-door in the passage that led to the kitchen. To Mrs. Joyce was left the task of Will's disposal, and when they reached the shop she turned aside with her change, while her husband and Townsend went on.

Joyce advanced to unlock and unbolt the door, while Townsend stood in the background, filling the door that opened into the house.

"You've kept us waiting a good while, Mr. Joyce," said the Police Inspector, when he stepped over the threshold, with a spasm of severity and suspicion in his eye, and on his tongue.

"This is Friday night, Mr. Inspector," said the Butcher, with an answering touch of injury, and I'm busy getting the meat out to Hampton for to-morrow. I was in the cold store-room and didn't hear you till the muttons came and said somebody was knocking. Well, now, Mr. Inspector, what's the row? I've got your men to-night adding, dodging in and out of my trap-doors like crows in a gutter."

"I've a search-warrant, Mr. Joyce," said the Inspector.

"You've two, have you? Well, I'd like to see that search-warrant, I believe I'm a right to see it? An Englishman's house is his castle, isn't it?"

"You have a right to see the warrant," answered the Inspector; and he produced, unrolled, and presented it.

Joyce's eyes were as he held in the apparent attempt to turn it out, that he might gain time. "Read," said he. "If it can make good of it, Mr. Townsend," he called, "cast your eye over that; it's more in your line than mine."

Townsend went forward, and after a ceremonious bow to the Inspector took the warrant from Joyce's hand with an indignant smile.

"Is this the search-warrant?" asked the Inspector, with deferential, calculating eye upon the stranger.

"Yes," answered Joyce, while Townsend, self gave no sign of attention except a lifting of the eyelid. "He's an old friend of mine, do you know, London, 'appent to be in the town and dropped in to see me."

"That's quite regular, Joyce," said Townsend, handing back the warrant as if he had not heard the remarks about himself.

"I have heard, Mr. Townsend," said the Inspector, "that you are very much interested in this young man, Lomas."

Very much interested in the whole affair—impersonally, of course," said Townsend, carefully, but with remarkable readiness of tongue. Then, separating his gaze firmly on Joyce, he looked steadily at the Inspector, shaking his head slowly. "As a retired officer of the detective service I venture to say it's a degree case than most people seem to think. You've got to go to the bottom of it, yet, by any means. I can't suggest a point or two—if you care to look me up at the Westoby Arms to-morrow morning."

"Thank you," said the Inspector, with less suspicion and more respect in his tone. "If I have time I will. But I must attend to this now."

"Right you are, Mr. Inspector," said the Butcher King cheerfully. He turned and rolled in front into the house, and the Inspector, having a policeman on guard, followed with the other three. They came upon the trap-door, gazing open above the frozen cellar.

"There you are. That's where I keep my stock. I'm a blooming shepherd, I am. I was busy shepherding when you first saw your postman's dog. I want to see your face, any you've got. Mind you don't let me hear of any sheep out. Ha! ha! And when you see me, don't you wake the baby—think all that!"

The Inspector sent two of his men stumbling down the steps, while he himself and the third climbed the stairs.

"Ade's no idea you've been a two, sir," said Joyce, bowing his lucky voice when he stood alone with Townsend.

"I haven't," said Townsend, while his cold smile flattered under his moustache. "That, of course, between ourselves. I have found it useful in this business to say so; that's all."

"I'm sure," said the Butcher King. "But does he find out any more?"

"Do you think, Mr. Joyce," said Townsend, "they'll ever go to that trouble? That would imply suspicion—and do you think that, after seeing and hearing me, they'd have any suspicion?"

"Right you are, they wouldn't!" answered Joyce, after considering him an instant. "They'd stay in to themselves. Yes, but a search!"

"Exactly," said Townsend, with a careless flick of his finger in his manner. "Haden't we better go down and see how the sheep are?"

"Truly," said Joyce, and squeezed himself down through the trap-door.

"They led him and the other. Consequently they were pretty easy about Will Lomas. Yet absolute security was impossible while he was still on the premises. It was a strange scene which opened before them, and the air when once they were in the midst of it hid the chill of a frosty day of late. And here there was something the lines of that strange hall of death. Two old butchers' benches on the floor made a dismal and ghastly show of the rows of frozen carcasses scattered in piles, and hanging stiff.

(Continued on Supplement.)

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DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORT OF CALL	COLOMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON VIA SUZUKI CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 29th inst.
LONDON VIA SUZUKI CANAL	AGAMEMNON	Brit. str.	—	Nich	BUTTERFIELD & SWIRE	On 12th June.
LONDON VIA SUZUKI CANAL	ANTENOR	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 26th June.
LONDON	JAPAN	Brit. str.	—	K. Wright, R.N.R.	GIBB, LIVINGSTON & CO.	On or about 22nd inst.
LONDON	BENLARI	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 24th inst.
LEVERPOOL DIRECT VIA SUZUKI CANAL	DOOMENUS	Brit. str.	—	P. Lunesschies	MELCHERS & CO.	On 30th inst. at Noon.
BREMEN, via PORT OF CALL	HAMBURG	Ger. str.	—	Schmitz	MESSAGERIES MARITIMES	On 21st inst. at 1 p.m.
MASSILLON, &c. VIA PORT OF CALL	OCEANIAN	Brit. str.	—	Prabl	MELCHERS & CO.	On or about 4th June.
MASSILLON, &c. VIA STRAITS, &c.	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 1st June, at Daylight.
HAVE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On 19th inst.
HAVE & HAMBURG	SARINIA	Ger. str.	—	Barmesdor	CARLOWITZ & CO.	On or about 21st June.
HAVE & HAMBURG	AMERICA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On 24th inst.
HAVE & HAMBURG	FRIDBURG	Ger. str.	—	Peyen	CARLOWITZ & CO.	On or about 10th June.
NEW YORK VIA SUZUKI CANAL	DEUMOND	Brit. str.	—	Ostermann	DODWELL & CO., LIMITED	On or about 15th June.
NEW YORK VIA SUZUKI CANAL	ARMENIA	Ger. str.	—	A. Jackson	CARLOWITZ & CO.	On 2nd June.
VICTORIA, B.C. & TACOMA	GOODWIN	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 24th June.
YANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	W. A. Evans	PACIFIC MAIL S. S. CO.	On 24th June.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	—	—	On 24th June.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Brit. str.	—	—	—	On 24th June.
SAN FRANCISCO VIA SHANGHAI, &c.	DOMIC	Brit. str.	—	—	—	On 24th June.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	—	On 24th June.
AUSTRALIAN PORTS	STRATHGYLE	Brit. str.	—	—	—	On 24th June.
YOKOHAMA, via NAGASAKI & KOBE	KASUGA MARU	Jap. str.	—	—	—	On 24th June.
NAGASAKI, KOBE & YOKOHAMA	AMERICA	Ger. str.	—	—	—	On 24th June.
KOBE & YOKOHAMA	AMERICA	Ger. str.	—	—	—	On 24th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	—	On 24th June.
SHANGHAI, CHEMULPO & NAGASAKI	MIKAWA MARU	Jap. str.	—	—	—	On 24th June.
SHANGHAI	CLIVE	Brit. str.	—	—	—	On 24th June.
SHANGHAI	INDIA	Brit. str.	—	—	—	On 24th June.
SWATOW, CHEFOO & TIENSIN	KWEIYANG	Brit. str.	—	—	—	On 24th June.
SWATOW, AMOY & POCHOW	HAICHING	Brit. str.	—	—	—	On 24th June.
SWATOW, AMOY & TIENSIN	AMERICA	Ger. str.	—	—	—	On 24th June.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	—	—	On 24th June.
MANILA	DIAMANTE	Brit. str.	—	—	—	On 24th June.
MANILA	LOONGSANG	Brit. str.	—	—	—	On 24th June.
SAMARANG & SOERABAYA	KASUGA MARU	Jap. str.	—	—	—	On 24th June.
BOMBAY, SINGAPORE & COLOMBO	MARIE JENSEN	Ger. str.	—	—	—	On 24th June.
	MIKE MARU	Jap. str.	—	—	—	On 24th June.

VESSELS ON THE BERTH

THE OSAKA SHOSHUN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain H. Nagata, will be despatched for the above ports TO-MORROW, the 20th inst. at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th May, 1900. [15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"INDIA."

Captain A. Martiniello, will leave for the above place TO-MORROW, the 20th inst. at DAYLIGHT.

For Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 14th May, 1900. [16]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Sailing at PORT DARWIN and QUEENSLAND, and on to the above ports through Corgo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on THURSDAY, the 31st inst. at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerator, 4 Churns, which ensure the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

R.E. Return Tickets issued by this Company to and from Australia, are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th May, 1900. [1497]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 24th May.

S.S. "BECKMAN KING" About 29th June.

S.S. "TIVE" About 20th July.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU on THURSDAY, 24th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Values of cargo in transit.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900. [14]

SHIPPING.

ARRIVALS.

May 18, HONGKONG, French str., 862, Pannier, Haiphong 15th May and Hollow 17th, General. A. R. Maltby.

May 18, HIROSHIMA MARU, Jap. str., 2,045, S. Yoshizawa, Singapore 12th May, General.

May 18, NIPPON YUSEN KAISHA, Jap. str., 1,113, P. Voss, Saigon 14th May, General. S. JENSEN & CO.

May 18, CLARA, German steamer, 675, Hansen, Haiphong and Hoihow 17th May, General. JENSEN & CO.

May 18, HAICHING, British str., 1,267, Davis, Fochow 15th, Amoy 16th and Swatow 17th May, General. DOUGLAS LAFRAIK & CO.

May 18, LIGHTNING, British str., 2,122, J. G. Spence, Calcutta 28th April and Singapore 12th May, General. DAVID SABBOON, SONS & CO.

May 18, ROYALIST, British steamer, 2,024, S. Tierney, Singapore 11th May, General. SHAW, TOMES & CO.

May 18, BALTIMORE, Amr. cruiser, 4,413, J. M. Forsyth, Woonung 15th May.

May 18, HERMES, Norw. str., 849, Jensen, Canton 18th May, General. JARDINE, MATHESON & CO.

May 18, INDIA, Austrian str., 1,811, A. Martiniello, Bombay 28th April and Singapore 12th May, General. SANDER, WIELER & CO.

May 18, LOONGSANG, Brit. str., 1,080, Weigall, Manila 15th May, Hemp. JARDINE, MATHESON & CO.

May 18, MARIE JENSEN, German str., 1,700, Hemmet, Haiphong 15th May, Rice and Coal. JENSEN & CO.

May 18, YUKU MARU, Jap. str., 1,378, Hattori, Chiofo 13th May, Beans and Beanscales. CHINESE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 18th MAY.

Hermes, Norwegian str., for Hongkong.

Santa Cruz, Amr. str., for Yap.

Loonah, British str., for Bangkok.

DEPARTURES.

May 18, LOYAL, German str., for Cherbon.

May 18, J. DICKERICHSEN, Ger. str., for Dalny.

May 18, TAILER, German str., for Mauritius.

May 18, HAILONG, British str., for Swatow.

May 18, KEONGWAI, British str., for Pakhoi.

May 18, SUNGKANG, British str., for Manila.

May 18, WINGSON, British str., for Chongchui.

May 18, LANAUVA, British str., for Kobe.

May 18, CHELYDRA, British str., for Calcutta.

May 18, SANUKI MARU, Jap. str., for London.

May 18, TAIKANG, British str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCK.—Taiwan, U.S.S. Monterey, U.S.S. Brooklyn, Hoe.

COSMOPOLITAN DOCK.—Independent, Devawongse, Mongkut.

SHIPPING REPORTS.

The British steamer *Loonah*, from Manila 15th May, had light winds and clear fine weather.

The Japanese steamer *Yuku Maru*, from Chiofo 13th May, had fine weather and light S.E. breeze on voyage.

The British steamer *Haiching*, from Fochow 15th May, Amoy 16th and Swatow 17th, had light to moderate winds with fine clear weather throughout. Steamers in Swatow—*Daymar*, *Kieilin*, *Shank*, *Sian*, *Tientsin*, *Taiwan*, *Chung-sung* and *Yikwang*.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain G. J. Blackland, will be despatched for the above port TO-DAY, the 19th inst. at 4 p.m.

The attention of Passengers is directed to the Excellent Accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th May, 1900. [1457]

COMPAGNIE DES MESSAGERIES

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"INDUS."

Captain Duchateau, will be despatched for the above port TO-DAY, the 19th inst. at 4 p.m.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th May, 1900. [2]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS TO SINGAPORE REMARKS.

LONDON.....JAPAN.....About 22nd May.....Freight or Passage.

YOKOHAMA VIA NAGASAKI & KOBE.....About 23rd May.....Freight or Passage. (Passing through the Inland Sea).

SHANGHAI.....About 25th May.....Freight or Passage.

For Further Particulars, apply to

LONDON, &c.....COROMANDEL.....Noon, 26th.....See Special Advertisement.

F. W. Vibert, R.N.R.

Hongkong, 27th March, 1900. [1]

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE).

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PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

S.A. BAMBERG.....HAMBURG & HAMBURG.....18th May.....Freight.

S.A. SARNIA.....HAMBURG & HAMBURG.....6th June.....Freight and Passage.

S.A. AMERICA.....HAMBURG & HAMBURG.....About 21st June.....Freight.

S.A. AMERICA.....HAMBURG & HAMBURG.....About 30th June.....Freight.

S.A. FREIBURG.....HAMBURG & HAMBURG.....About 6th July.....Freight.

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For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINE, NORDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 9th May, 1900. [13]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HIROSHIMA MARU.....MOJI, KOBE and YOKOHAMA.....TUESDAY, 22nd May, at NOON.

MIKAWA MARU.....SHANGHAI, CHEMULPO and NAGASAKI.....TUESDAY, 22nd May at 4 P.M.

MIKE MARU.....BOMBAY, via SINGAPORE and COLOMBO.....FRIDAY, 23rd May, at 4 P.M.

KASUGA MARU.....THURSDAY ISLAND, TOWN, SYDNEY & BRISBANE, SYDNEY and MELBOURNE, via MANILA.....FRIDAY, 23rd May, at 4 P.M.

FUTANI MARU.....NAGASAKI, KOBE and YOKOHAMA.....SATURDAY, 26th May, at NOON.

HAKATA MARU.....MARSEILLES, LONDON, and ANTWERP, via STRAITS, COLOMBO & PORT SAID.....FRIDAY, 1st June, at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th May, 1900. [12]

PORT ARTHUR.

GRÜNBERG & REILLY.

STEVEDORES, SHIPPING & COMMISSION AGENTS.

(STEVEDORES TO THE SEA-GOING STEAMSHIP SERVICE OF THE CHINESE EASTERN RAILWAY COMPANY.)

Telegraphic Address "REILLY."

1441

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer. Tons. Captain. Proposed Sailing.

GOODWIN.....3,821 J. S. Cox.....July 28 MONSIEUR.....2,874 W. A. Evans.....May 19

QUEEN ADELAIDE.....3,750 W. Frazer.....July 28 MONSIEUR.....2,874 W. A. Evans.....June 9

DUKE OF FIKE.....2,833 F. McNair.....July 28 MONSIEUR.....2,874 W. A. Evans.....Aug. 14

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 437.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the Fine-CLASS ATLANTIC MAIL LINES.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains daily and 12th; TACOMA to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 428.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to Delta and St. Mary.

HONGKONG TO YELLOWSTONE PARK and BACK, 468 10a. Od.

This rate covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to Cinnabar and return, Sleeping and Dining Car accommodation, TACOMA or Portland to Livingston and return, Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N.P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N.P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) WEDNESDAY, May 23, at Noon.

CORICO (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, June 12, at Noon.

GARDIC (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

The Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, WEDNESDAY, the 23rd May, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and sent to the Company's Office, until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd May, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) Thursday, May 31, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, June 26, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

The Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on THURSDAY, the 31st May, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 10th May, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 21st May, 1900, at 1 P.M., the Company's Steamship "OCEANIC" Captain Schmitz, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de Ceylan*, which vessel takes on her Passengers and Mail, leaving that port on the 5th May direct to Suva, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit, through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcel Packages not to be sent on board; they must be left at the Agency's Office. Contents and Values of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th May, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, June 9, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CITY OF SHANGHAI (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

The Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 9th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 10th May, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FERNAN GUZ, CENTRAL AND AMERICAN PORTS.

The Steamship "COROMANDEL" Captain F. W. Vibert, R.N., carrying Her Majesty's Mails will be despatched from this port for Bombay on SATURDAY, the 26th May, 1900, at Noon, taking passengers and cargo for the above ports.

Specie and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 14th May, 1900.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

The Company's Steamship "MARIE JEBSEN" will be despatched as above TO-MORROW, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO, AND TIENTSIN.

The Company's Steamship "KWEIYANG" Captain Osterbridge, will be despatched as above on TUESDAY, the 22nd inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900.

TRIP THROUGH THE FAMOUS YANGTSE GORGES.

FOR ICHANG AND CHUNGKING. THE NEW Fast Paddle Steamer "PIONEER" will leave Shanghai on her first Trip for the above places via Honkong on or about WEDNESDAY, the 24th May.

This steamer has superior accommodation for First Class Passengers.

For Passage, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 15th May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT VIA SUEZ CANAL. (Taking Cargo at London rates.)

The Company's Steamship "IDOMENEUS" Captain Ridd, will be despatched as above on THURSDAY, the 24th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th April, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Company's Steamship "PATROCLOS" Captain Dickson, will be despatched as above on TUESDAY, the 26th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1900.

THE OSAKI SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO. The Company's Steamship "ANPING MARU" Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th May, 1900.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship "DRUMMOND" will be despatched for the above port on or about the 10th June.

For Freight, apply to DODWELL & CO., LTD., Agents.

Hongkong, 9th May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Company's Steamship "AGAMEMNON" Captain Nish, will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th May, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL. The full-powered Steamship "ARMENIA" Captain Ostermann, will be despatched for the above port on or about 15th June.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 17th May, 1900.

NATAL LINE OF STEAMERS.

The Undersecretary GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LTD., General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

S. S. "VICTORIA."

NOTICE TO CONSIGNEES AND UNDERWRITERS.

CARGO shipped by s.s. *Victoria* in Tacoma for Hongkong and the South has been transhipped at Kobe and forwarded to Hongkong by s.s. *Monmouthshire*, which steamer arrived here at 2 P.M. TO-DAY.

NOTICE TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "SACHSEN" OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unsold after the 22nd May will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd May, and THURSDAY, the 24th May, at 9.30 A.M.

All claims must reach us before the 27th May, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 15th May, 1900.

NOTICE TO CONSIGNEES.

S. S. "ARDANBERG" FROM NEW YORK STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining unsold after the 22nd inst. will be subject to sale.

All claims against the Steamer must be presented to the undersigned on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 15th May, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE" FROM PORTLAND, YOKOHAMA, KOBÉ AND MOJÍ.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alandings.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

DODWELL & CO., LTD., Agents.

Hongkong, 14th May, 1900.

THE CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIP.

"EMPEROR OF JAPAN."

HAVING arrived from Vancouver, B.C., Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th May, at 4 P.M. will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

D. W. GRADDOCK, Acting General Agent.

Hongkong, 15th May, 1900.

HONGKONG.

Banyan, British str., 1,467, Potter, May 13.

Gibb, Livingston & Co., 1,113, Voss, May 18.

China, German steamer, 1,113, Voss, May 18.

Quarta, German str., 1,140, Johansen, May 17.

Sander, Weller & Co., 2,024, Tierney, May 18.

Shovan, Tomas & Co., 3,284, Gordon, May 13.

Strathgyle, British str., 3,284, Gordon, May 13.

Dodwell & Co., Limited, 1,050, Schipper, May 16.

Tafu, German str., 1,050, Schipper, May 16.

Singapore & Co., 828, Calender, May 7.

Mayer & Co., 1,544, Wilde, May 17.

Jardine, Matheson & Co., 1,450, Nelson, Mar. 28.

Taiyuan, Brit. str., 1,075, Nagata, May 16.

M. B. Knish, 1,300, Pigot, May 12.

Wongkei, British steamer, 1,300, Pigot, May 12.

Melchers & Co., 1,378, Hatori, May 18.

Yuko Maru, Jap. str., 1,378, Hatori, May 18.

Chinese, 1,873, Colcord, May 14.

Esmeralda, British str., 1,300, Harrison, April 14.

Jardine, Matheson & Co., 358, Pedersen, April 23.

East Asiatic Trading Co., 1,447, Spicer, Mar. 30.

Sancti Spiritus, Amr. sch., 150, O'Keefe, April 14.

Master, 1,432, Ballard, May 16.

Standard Oil Co., 1,147, Walden, April 17.

Thistle, Australian bark, 1,147, Walden, April 17.

Wan, H. Smith, Amr. str., 1,800, Colley, Mar. 27.

Standard Oil Co., 1,873, Colcord, May 14.

Alacrité, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Crockett, at Weihaiwei.

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Dimitri, Donkey, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Shagen at Vladivostok.

Don Juan de Austria, American gunboat, Com. T. C. McLean, at Hongkong.

Eclairer, French gunboat, 8 guns, 2,000 h.p., Capt. Texier, at Taku.

Elba, Italian cruiser, 18 guns, Capt. Cocconi, at Shanghai.

Gaidamak, Russian torpedo boat, 18 guns, 2,500 h.p., Capt. Saraninoff, at Vladivostok.

Garibaldi, American gunboat, Ensign G. Chase, at Manila.

Gefion, German cruiser, 10 guns, 9,000 h.p., Capt. Kollmann, at Manila.

Glacier, American supply ship, Lieut. Comdr. F. S. Norris, at Manila.

Gromitsch, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Mikladovsky, at Nagasaki.

Hansa, German cruiser, 35 guns, Capt. Pöhl, at Singapore.

Holena, American gunboat, 8 guns, 1998 h.p., Comdr. E. K. Moore, at Manila.

Horatia, German cruiser, 30 guns, h.p., Capt. von Ledebur, at Nagasaki.

Itis, German gunboat, 10 guns, 1,600 h.p., Capt. H. H. Luns, at Kobe.

Irons, German cruiser, 22 guns, 8,000 h.p., Capt. Stein, at Nagasaki.

